

## **Clermont County Transportation Improvement District Regional Transportation Improvement Program - February 2007**

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### ***Introduction***

With the issuance of the Eastern Corridor Tier 1 Record of Decision by the FHWA on June 2, 2006, the Board of Clermont County Commissioners moved to establish the Clermont County Transportation Improvement District (CCTID) on June 21, 2006 to work to foster increased collaboration with local partner jurisdictions and other county, regional, and state agencies to advance the work on the Eastern Corridor Multi-Modal Transportation Projects and county commitments to ODOT and TRAC regarding improvements to the SR28 and SR32 corridors.

The purpose of the Board of County Commissioners in creating the CCTID was: (1) to finance, construct, maintain, repair, and operate street, highway, and other transportation projects (including, but not limited to, air and rail projects) and (2) to construct, reconstruct, improve, alter, and repair roads, highways, public places, buildings, and other infrastructure, and to implement and effect a regional approach to transportation improvements in support of economic development in Clermont County.

The CCTID Board of Trustees (July 20, 2006) established an initial CCTID regional transportation improvement program consisting of corridor-level projects and supporting program-level implementation strategies and activities, including:

- Eastern Corridor Multi-Modal Projects Tier 2 development, including Tier 2 project management and joint agreement with project partners.
- SR28 Corridor, including access management and joint economic development.
- SR32 Corridor, including access management and joint economic development.
- Financial Implementation Strategy, including ODOT/FHWA Implementation Proposal, Local Match Credit Program, Green Infrastructure and Advanced Mitigation Development, State Infrastructure Bank and OKI/ODOT/FHWA/TIFIA Funding Applications.

### ***CCTID Program Management and Implementation Strategy Development***

CCTID is being structured to provide combined technical, legal and financial capability to link transportation improvements and foster economic development in Clermont County. The CCTID will perform a strategic capital investment and management function and serve as "bank" for pooled revenues and joint funding to manage the cash flow needs for the development of the county's corridor improvement strategy.

A key element of the CCTID regional transportation improvement program is to pool funds and resources available to the County and local jurisdictions to leverage available non-federal (local) match for federal funding purposes. This approach will allow local funding jurisdictions to contribute to a pooled local match based on the timing and availability of their local funds and resources. The range of sources of funds include: motor vehicle & gasoline tax revenues, general tax revenues, permissive license plate taxes, local government pledges, tax increment financing (TIF/RID), assessments, grants, loans and other revenues as may be available to and as may be pledged by CCTID partners.

CCTID intends to implement a regional transportation improvement program consisting of corridor-level projects and supporting program-level implementation strategies and activities that will be developed as components of a local match credit program strategy for federal funding of construction of the CCTID Regional Transportation Improvement Program.

To date over \$60,000,000 in non-federal funding has been committed and pledged to the CCTID local match credit program from CCTID partners to advance, with federal funding support, the CCTID Regional Transportation Improvement Program comprising the following projects.

### ***Project Descriptions***

#### **I-275/SR 32 INTERCHANGE Transportation System Management Improvements (Eastgate Area Local Network)**

The following projects are being initiated through the Clermont County Transportation Improvement District to provide for (a) maintenance of traffic during construction of the TRAC Tier I Project Upgrade to I-275-SR32 Interchange project, CLE-275-10.40 (PID Nos. 22972 and 76289), (b) access to and from the commercial and residential districts, and (c) transportation system management actions (TSM) for improvement of the local road network in the Eastgate area in support of the Eastern Corridor Multi-Modal Transportation Projects Tier 2 (PID NO. 22970). CCTID projects include PE/EIS and related activities to further develop these projects consistent with appropriate PDP requirements:

##### **Aicholtz Road Extension**

***Project Description:*** A new road network connection will be created via the extension of Aicholtz Road from the existing intersection of Glen Este–Withamsville Road and the Glen Este High School entrance to Bach-Buxton Road. The project involves improvements to approximately 6300 lineal feet of roadway with right-of-way needs varying from seventy (70) to one hundred (100) feet in width. Typical roadway sections include the installation of curb and gutter storm drainage, two through lanes with a center turn lane as needed, landscaped medians, lighting, potential bike/pedestrian paths, and traffic signals at the new Glen Este–Withamsville Road/Aicholtz Road/High School, Aicholtz/Glen Este-Withamsville/High School Campus Entrance, and the Aicholtz Road/Bach-Buxton Road intersections.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$11,000,000
- **Construction Year:** 2009

##### **Aicholtz Road Connector**

***Project Description:*** A new local network connection will be accommodated with the construction of underpass structures on I-275, as a part of the I-275/SR 32 Interchange project that will facilitate re-connection of Aicholtz Road under I-275. The project will begin five hundred feet east of Mt. Carmel-Tabasco Road on Old SR 74 and continue east for approximately four thousand (4000) feet to Eastgate Boulevard. The project will include the addition of curb and gutter storm drainage, four (4) foot paved shoulders, street lighting, and landscaped medians where applicable. The project will require right-of-way widths varying from sixty (60) to seventy (70) feet and is a critical maintenance of traffic element for the I-275/SR 32 Interchange project.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,000,000
- **Construction Year:** 2011

### **Aicholtz Road Widening**

**Project Description:** This project consists of improvements to approximately forty-two hundred (4200) feet of existing Aicholtz Road, including fourteen hundred (1400) feet along new alignment. The project will correct existing horizontal alignment and vertical profile deficiencies and provide curb and gutter storm drainage, turn lanes, landscaped medians, street lighting, and two (2) signalized intersections at Eastgate Square Drive and Glen Este-Withamsville Road. The project will require right-of-way varying from seventy (70) to one hundred (100) feet.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,500,000
- **Construction Year:** 2010

### **Eastgate North Frontage Road**

**Project Description:** This project is required due to the relocation of the SR 32 westbound exit/entrance ramps and the Eastgate Boulevard westbound entrance ramp onto SR 32 at the Eastgate Boulevard interchange with SR 32. The project is approximately two thousand (2000) feet in length and will include curb and gutter storm drainage, street lighting, a three-lane boulevard section with sixty (60) foot right-of-way width, landscaping, and a signal at the ramp intersection.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$5,000,000
- **Construction Year:** 2009

### **Old SR 74 Improvements – Phase 1**

**Project Description:** The project will consist of improvements to approximately five thousand (5000) feet of existing Old SR 74 providing a safety and capacity upgrade. The project will include the construction of curb and gutter storm drainage, four (4) paved shoulders, a minimum of three lanes, with possible additional lanes at major intersections, street lighting, and landscaping where applicable. The right-of-way width is expected to be eighty (80) feet in width. These improvements are also needed as a part of the local network improvements associated with the proposed Bach-Buxton Road Interchange, Eastern Corridor – Tier 2, Segment IV(a) (PID NO. 22970).

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$7,000,000
- **Construction Year:** 2011

### **Tina Drive Extension**

**Project Description:** The reconstruction of the Bell's Lane/SR 32 intersection creates a cul-de-sac of existing Bell's Lane. The Tina Drive Extension is required to provide access for the surrounding residential neighborhoods to Old SR 74, which is being

constructed as a part of the I-275/SR 32 interchange. The connection must be made before access can be closed at existing Bell's Lane and allow for the construction of the new intersection. The project is approximately one thousand (1000) feet in length, with a two (2) lane road section and a turn lane at Old SR 74. The project will include curb and gutter drainage with four (4) foot paved shoulders and will require a minimum of fifty (50) feet of right-of-way width.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$1,600,000
- **Construction Year:** 2010

### **EASTERN CORRIDOR – TIER 2 Segment IV(a) (PID NO. 22970)**

The Record of Decision (ROD) for HAM-SR32-0.00, Eastern Corridor Multi-Modal Projects – Tier 1 (PID # 22970) was approved in June 2006 by the Federal Highway Administration. The Tier 1 action consisted of the identification of generalized sets of feasible alternatives for various modal investments within the corridor and development of supporting transportation system management (TSM) actions that meet purpose and need and requirements of NEPA.

#### **Segment IV(a) – SR-32 from Glen Este-Withamsville Road to Olive Branch-Stonelick Road**

**Project Description:** Tier 2 NEPA analyses will be conducted as a part of the Eastern Corridor – Part B work for the SR 32 corridor from Glen Este-Withamsville Road to the Olive Branch-Stonelick Road interchange (Segment IV(a)) that will identify final roadway locations and impacts of corridor development and supporting TSM actions. In general, this work will include the completion of Steps 6-8 of the ODOT Project Development Process for Segment IV(a) of the Highway component of the Eastern Corridor – Part B work to consolidate and manage access points to establish SR-32 as a limited access arterial roadway, including elimination of at-grade access at Glen Este-Withamsville Road, and Old SR-74, including a new interchange near Bach-Buxton Road.

- **PDP process:** Minor
- **NEPA documentation:** CE4
- **Project Management:** ODOT
- **Contract Administration:** ODOT
- **Estimated Cost:** \$2,000,000

#### **Bach-Buxton Road Interchange**

**Project Description:** A new interchange is being proposed approximately one-half (1/2) mile east of Glen Este-Withamsville Road on SR 32. The interchange would eliminate the existing at-grade, signalized, intersections at Glen Este-Withamsville Road and Elick Lane, and would require the extension of Bach-Buxton Road, from its current intersection with Elick Lane on the south side of SR 32, across SR 32 (via structure) to connect with Old SR 74. This project would reduce current and future congestion levels and improve levels of service on mainline SR 32, while providing access to the Eastgate area and a north-south connection between SR 125 and SR 32.

- **PDP process:** Minor

- **NEPA documentation:** CE4
- **Project Management:** ODOT
- **Contract Administration:** ODOT
- **Estimated Cost:** \$25,000,000
- **Construction Year:** 2012

#### **Glen Este-Withamsville Road Overpass at SR 32**

**Project Description:** Preliminary engineering for a proposed overpass at the existing Glen Este-Withamsville intersection with SR 32 will be performed as a component of the Eastern Corridor – Part B, Segment IV(a) work described previously. The project consists of development of preferred alternative, environmental clearance, final engineering design and right-of-way plan preparation and acquisition. The overpass would provide a needed local network connection and access to the Eastgate area commercial district without using SR 32.

- **PDP process:** Minor
- **NEPA documentation:** CE4
- **Project Management:** ODOT
- **Contract Administration:** ODOT
- **Estimated Cost:** \$6,000,000
- **Construction Year:** 2012

#### **Eastgate South Drive**

**Project Description:** Project consists of approximately 4400 lineal feet improvements to existing Eastgate South Drive extending from Eastgate Boulevard to Glen Este-Withamsville, providing access to the existing development on the south side of SR-32. It will become a critical part of the local road network upon the closing of the existing at grade intersection at SR-32 and Glen Este-Withamsville Road following completion of the proposed SR-32/Bach Buxton Road interchange.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$2,500,000
- **Construction Year:** 2009

#### **Heitman Lane Extension**

**Project Description:** Provide a connection from the current Old SR 74 intersection with Heitman Lane to the Olive Branch-Stonelick interchange on the north side of SR 32. The project will be approximately fifty-six hundred (5600) feet in length and consist of a three (3) lane typical section with paved shoulders where appropriate. This connection would allow for the elimination of the existing SR-32/Old SR-74 at grade intersection.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$5,000,000
- **Construction Year:** 2013

## **SR 32 CORRIDOR IMPROVEMENTS (East to County Line)**

The Ohio Department of Transportation and Clermont County support a strategy of improvements to the SR-32 corridor east of the Olive Branch-Stonelick interchange that will preserve the limited access intent of the original design to the Brown County line. The concept strategy proposes elimination of at grade intersections at Dela Palma and McKeever Roads, construction of service and connector roads, and replacement with grade separated interchanges. Additionally, consolidation of access points, and a grade separated interchange serving the current at grade intersections at Herold Road and Bauer Road, a SR-32 frontage road north of SR-32 connecting Bauer Road, the proposed Herold Road interchange, the Batavia Road interchange and the Half Acre Road interchange, and completion of the existing SR-32 Batavia Road interchange are contemplated.

### **Amelia-Olive Branch Relocation**

**Project Description:** Project involves relocating approximately ninety-one hundred (9100) feet of Amelia-Olive Branch Road from just north of the existing Clough Pike intersection to the current Old SR-74 intersection with Olive Branch-Stonelick Road, providing a direct connection from SR-125 north to the recently constructed Olive Branch-Stonelick Road interchange with SR-32. Project replaces existing Amelia-Olive Branch Road (which will be left in place for residential access) with a three lane, access controlled facility, providing a north-south connector through Batavia Township, diverting traffic from I-275.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$4,450,000
- **Construction Year:** 2010

### **Widening of Old SR 74**

**Project Description:** Project includes widening of Old SR-74 from the existing Old SR-74/Olive Branch-Stonelick Road intersection to Armstrong Boulevard, providing a three lane section with paved shoulders and curb and gutter drainage. Industrial traffic will be able to use Armstrong Boulevard and Old SR-74 to access the Olive Branch-Stonelick Interchange. Improvements extend approximately thirty-five hundred (3500) feet from the existing Olive Branch-Stonelick Road intersection with Old SR 74 to Armstrong Boulevard.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$3,100,000
- **Construction Year:** 2012

## **SR 32 Access Management Improvements - Bauer Road to Half-Acre Road**

### **Bauer Road/SR 32 Intersection**

**Project Description:** The construction of the Herold Road / SR 32 interchange, described previously, will allow for modifications to the current at-grade access at

Bauer Road on SR 32. Options will be examined relative to the closure of the intersection pending completion of the Herold Road interchange and a proposed frontage road from Bauer Road to Half Acre Road on the north side of SR 32. Environmental "red flag" analysis and identification of preliminary mitigation opportunities has been completed for this area.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$7,000,000
- **Construction Year:** 2015

### **Herold Road/SR 32 Interchange**

**Project Description:** Due to safety, access, and congestion concerns, the at-grade crossing of SR 32 at Herold Road will be replaced by an interchange one-thousand (1000) feet west of existing Herold Road. Herold Road will be relocated on the north and south sides of SR 32 to provide local network connectivity. Environmental "red flag" analysis and identification of preliminary mitigation opportunities has been completed for this area.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$13,000,000
- **Construction Year:** 2014

### **SR 32 Frontage Road – Bauer Road to Half Acre Road**

**Project Description:** A critical element to the future conversion of SR 32 to a limited access facility from the Village of Batavia to the Brown County Line will be the construction of frontage roads that will provide access to residential and commercial development to and from the existing and proposed interchanges. As a result of the *2002 SR 32 Corridor Land Use Vision Plan*, adopted by the Clermont County Board of Commissioners in November of 2002, a frontage road has been planned for the north side of SR 32 that would connect Bauer Road, the Herold Road interchange, the Batavia Road interchange, and the Half Acre Road interchange. The planned roadway would require a minimum of three (3) lanes, curb and gutter drainage, lighting, and traffic control at predetermined access locations. The estimated length of the project is eighteen thousand (18,000) feet or 3.4 miles. Environmental "red flag" analysis and identification of preliminary mitigation opportunities has been completed for this area.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$12,000,000
- **Construction Year:** 2013

### **Batavia Road/SR 32 Interchange Improvements**

**Project Description:** This project involves the completion of the existing interchange at Batavia Road and SR 32, which include a westbound entrance lane and eastbound exit lane, both lanes being on the west side of the Batavia Road bridge over SR 32.

Also, provisions will be made for the connections of the SR 32 Frontage, described previously, on the north side and Front Wheel Drive on the south side. This project consists of preliminary engineering to identify right-of-way preservation needs and early project development activities, incorporating future land use and related impact mitigation considerations. Environmental "red flag" analysis and identification of preliminary mitigation opportunities has been completed for this area.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,500,000
- **Construction Year:** 2015

### **SR 32 Access Management Improvements – McKeever Pike to Dela Palma Road**

**Project Description:** Project consists of development of access management strategy to eliminate safety and congestion issues. The concept strategy proposes elimination of the at grade intersections at Dela Palma and McKeever Roads, construction of service and connector roads, and replacement with grade separated interchanges. This project consists of preliminary engineering to identify right-of-way preservation needs and early project development activities, incorporating future land use and related impact mitigation considerations. Environmental "red flag" analysis and identification of preliminary mitigation opportunities has been completed for this study area.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$16,000,000
- **Construction Year:** 2016

### **SR 28 CORRIDOR IMPROVEMENTS**

Clermont County and the State of Ohio completed a roadway facility exchange in 2004 involving the SR 28 By-Pass and existing SR 28 in Miami Township, Clermont County, Ohio (*Clermont County Board of Commissioners/ODOT Agreement CLE-SR28 BYPASS PID No. 79111*). ODOT assumed ownership and responsibility for the SR 28 By-Pass (now SR 28) and Clermont County assumed ownership and maintenance responsibility for SR 28 from the western terminus of the SR 28 By-Pass to the eastern terminus of the SR 28 By-Pass (now Business 28).

The CCTID has developed a work program to implement the County obligations to ODOT as identified in that agreement and to further undertake TSM actions, access management and safety improvements within the SR28 Corridor, including Business 28/Phase 1 and Phase 2, Wolfpen-Pleasant Hill Improvements, SR 28 Improvements from Castleberry Court to I-275, and SR 28 Corridor Improvements from Branch Hill-Guinea Pike as identified in the project descriptions as follows:

#### **Business 28 – Phase 1 (PID No. 79111)**



**Project Description:** Improvements include widening of existing Business 28 to five (5) lanes and consolidation of access points, from the western intersection with SR-28 to four hundred (400) feet east of Cook Road for a total length of 3700 lineal feet. In addition to lane widening, the project involves access management along Business 28, curb and gutter drainage installation, street lighting, and concrete walk construction. This project has received funding from OKI.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$8,400,000
- **Construction Year:** 2009

## **Business 28 – Phase 2**

**Project Description:** Improvements include the widening of existing SR 28 to five (5) lanes and consolidation and management of access of Business 28 from Cook Road to the eastern intersection with SR-28 for a total length of three-thousand (3000) feet. In addition to the widening of the existing road, the project will include curb and gutter drainage, access management through curbed medians, street lighting and landscaping, and sidewalks.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$6,000,000
- **Construction Year:** 2012

## **Wolfpen-Pleasant Hill Improvements (PID No. 82139)**

**Project Description:** Provide a minimum of three (3) lanes from just south of Allen Drive (500 feet south of By-Pass 28) to SR 131, and additional turn lanes at major intersections and access points, facilitating north-south travel between SR-28 and SR-131, diverting traffic from I-275. The addition of a turn lane will also accommodate access to and from Wolfpen-Pleasant Hill Road from the existing curb cuts created by residential construction. Additionally, a right-hand turn lane will be provided for access to Milford High School. The project will include the construction of curb and gutter drainage and sidewalk(s). The project has received \$2,000,000 federal funding for fiscal year 2010 from OKI.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$4,400,000
- **Construction Year:** 2010

## **SR 28 Improvements – Castleberry Court to I-275 (PID No. 82140)**

**Project Description:** Improvements to SR 28 in Milford, Miami Township, Clermont County, Ohio from east of Castleberry Court twenty-five hundred (2500) feet to the interchange at I-275 by widening to five lanes to relieve congestion and the installation of a traffic signal at Castleberry Court which serves US Post Office facility. The project will coordinate and compliments a planned ODOT safety project at the SR

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28/I-275 interchange. The project has received \$2,000,000 federal funding for fiscal year 2011 from OKI.

- **PID No:** 82140
- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$3,000,000
- **Construction Year:** 2011

**SR 28 Corridor Improvements – Branch Hill-Guinea Pike**

**Project Description:** Examine land use, zoning, capacity and develop access management strategy for the SR 28 corridor from Branch Hill-Guinea Pike to SR 48 for development of safety, capacity and access management improvements for the corridor incorporating future land use and related impact mitigation considerations.

- **PDP process:** Minor
- **NEPA process:** CE
- **Project Management:** CCTID
- **Contract Administration:** CCTID
- **Estimated Cost:** \$9,000,000
- **Construction Year:** 2013

**Implementation of Green Infrastructure Plan** – development of mitigation banks and establishment of program criteria for advanced mitigation opportunities, establishment of conservation easements, and coordination with Co-located Little Miami River Crossing Highway Segments II & III and Oasis Segment III project and stakeholder teams.

- **PDP process:** NA
- **NEPA process:** Co-planning
- **Project Management:** TBD
- **Contract Administration:** TBD